among the Amish, differences which have led to variations in lifestyles. Some drive automobiles, others hold public office, still others own businesses. Still, there are those who prescribe strictly to a life that excludes the outside world. Even with differences in religious belief, the separate churches and the people live in harmony.

Quilts are an exception to the quiet ways of the Amish. Colorful expressions of life and nature, the quilts are sought by individuals and museums alike, and approximately one-third of this book is dedicated to them. More than forty photographs of quilts appear in the book, which also includes a narrative on the craftswomen who are responsible for design and construction. Kathleen McLary is to be commended for encouraging the Indiana State Museum to acquire this excellent collection; the museum is to be commended for listening to her. In fact, Amish Style: Clothing, Home Furnishing, Toys, Dolls, and Quilts is in many ways an exhibition catalogue on the museum's fine collection. Each chapter includes an introduction to the topic and excellent photographs of objects in the museum collection or representative of Amish life.

It is difficult to research and write about the Amish because they are a very private people. It is even more difficult to photograph them because they respect the scriptural passage “Thou shalt not make unto thee any graven image, or any likeness of any thing that is in heaven above” (Exod. 20:4). In spite of these difficulties McLary has put together a book that serves as a good introduction to some of the complex issues of Amish life. Those readers who are interested in more than a glimpse, however, will want to consult other publications that delve more deeply into Amish traditions, beliefs, and lifestyles.

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Robert A. Catlin chaired the Department of Minority Studies at Indiana University Northwest, Gary, from 1982 to 1987 and was an advisor to Mayor Richard G. Hatcher. The book deals mainly with those years. It is purportedly a guidebook for “Type II” cities like Gary—those with a black majority, with a black mayor, but without Fortune 500 corporate headquarters, major universities, and large medical centers. (Type I cities have “placebound” institutions requiring their white leaders to work with black elected officials.)

Catlin emphasizes the failure of leaders in the private and public sector to cooperate and both parties’ (mostly whites’) jealousy and racism. Despite the perception of Gary’s high unemployment,
crime, and decayed infrastructure, he insists that the city could be part of a renaissance similar to Newark's. *Racial Politics and Urban Planning* deals mostly with Catlin’s three major city projects—preparing the first comprehensive plan in twenty years; leading opposition to “Metrolake,” an ill-fated plan to consolidate the northern three Lake County townships into one metropolitan government; and chairing the Gary Airport Promotion and Development Commission.

Given Gary’s distinctive history and Catlin’s close ties to Hatcher, the novice urbanist might wonder about the applicability of the author's findings to other cities. Catlin insists that Gary punctures three myths—that blacks cannot manage or govern; that political empowerment does not transfer to economic empowerment; and that whites will be fair to blacks if it is in their self-interest. His material suggests a more complex story. Mayor Hatcher’s anti-business rhetoric and black militancy from 1967 to 1984 contributed to the Gary business community’s and the *Post-Tribune’s* vehement opposition to him. His successor’s rhetoric differed, as did his experience with white leadership. (The author lamely asserts that both men were right for their times: a more agreeable black leader from the late 1960s to the early 1980s would have surrendered the interests of blacks and had limited tenure.) Hatcher's pettiness left Gary airport interests without a pilot for two years while the site of the third Chicago airport was being decided. Catlin argues that the only universal solution for all three hundred majority-black cities and urban places is massive federal and state funding. Yet the experience of Gary, which received over $300 million in federal funding during the first twelve Hatcher years, suggests that "projectitis" and highly partisan use of such funds could follow.

Historians will find this somewhat useful as a firsthand perspective but question the author's analysis. Among the “external constraints” on urban planning and development, U. S. Steel is depicted as having taken no active role in local civic life after 1934 when Democrats gained control of local government. Again, Catlin’s evidence suggests a more complicated story. The lack of a major institution of higher education in Lake County may be explained by the presence until the early 1980s of high-paying industrial jobs that made college attendance unappealing. Repeated charges of institutionalized white racism wear a bit thin. And some key issues are neglected—for instance, the role of the black newspaper, Gary *INFO*, and Catlin’s leaving Gary in 1987. Was this related to Hatcher’s defeat in the primary?

Errors in fact, grammar, typography, and syntax also limit the book’s appeal.

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